

THE NEW YORK PRESS. EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS.

COMPILED EVERY DAY FOR EVENING TELEGRAPH.

The Last Democratic Expedient.

From the Nation. The most influential Democratic papers all over the country, led on by the Chicago Times, have begun to roar like young lions for 'impartial suffrage.' Nothing short of this, it now appears, will make their minds easy. 'The Massachusetts system,' which admits every man to the polls who is neither a criminal nor pauper, and can give fair proof of his intelligence, is, according to the Boston Post, a system which commends itself to every reasonable mind. The Post wants, therefore, to see it adopted all over the country. The Democrats are prepared for negro voting, provided it be guarded from abuse by an educational or property test. Now, we have read able demonstrations—we remember seeing one within the past year from the pen of one of the most accomplished 'Conservatives' in the country—that negro voting brings after it, as an inevitable consequence, 'the admission of negroes to the dinner-table and the marriage-bed.' The old Democratic question, 'Would you like your daughter to marry a nigger?' has lost none of its force. It is just as much a 'poser' as it ever was. It would be a 'ring' from most radicals reluctant but still ready to yield to the 'conservative' will. Whatever made his presence at fashionable dinner parties or in the front pews of fashionable churches undesirable, makes it undesirable still. And yet here we have the 'conservative' and 'respectable' Democratic party calling for negro suffrage. Political equality, which they have told us over and over, means social equality; therefore, in calling for impartial suffrage, they are asking for the accused thing—that, drink, and intermarry with the descendants of Ham.

Nor is this the worst of the course they are tracing on this. Men may be forgiven if in times of great delusion they are misled by the demagogues. Even the old French nobles, when times driven by poverty to engage in trade, 'drooped,' as they called it in the lingo of the period. The unfortunate who mediated this trade for the other nobles of his province, told them the sorrowful truth, and the noble, in sword, to be returned to him whenever he chose to abandon the ledger and day-book, and properly purify himself. Even in England, 'the Duke of Argyll was turned wine merchant and the Duke of Devonshire was followed by many another younger scion. When the framework of society is thus rudely shaken all over the world, the general resignation of American Democrats to negro non-in-law, and the absence of any real dinner parties, need excite no great surprise.

But, unhappily, this proposal to admit negroes to social and political equality is not, we have been often assured on the same high authority, the best of the other nobles of his province, told them the sorrowful truth, and the noble, in sword, to be returned to him whenever he chose to abandon the ledger and day-book, and properly purify himself. Even in England, 'the Duke of Argyll was turned wine merchant and the Duke of Devonshire was followed by many another younger scion. When the framework of society is thus rudely shaken all over the world, the general resignation of American Democrats to negro non-in-law, and the absence of any real dinner parties, need excite no great surprise.

Now, the Chicago Times, and the other papers which have followed its lead, confess that their reason for taking up negro suffrage is that the elections have left the Democratic party without either principles or policy. Some of the reasons for the support of which the party rose into existence, such as decentralization, rotation in office, and general democratization—if we may be allowed the word—of everybody and everything, without rhyme, reason, or connection, have been abandoned. Free trade, which it once supported, it has abandoned. Slavery, the protection and extension of which it has fought for during the last twenty years of its life, the party lived for three years after the death of slavery on opposition to the war, and has supported existence by insisting upon it that the South was entitled to come back into the Union without conditions, the North being satisfied with the terms which the Congress imposed as conditions, and the South being estopped neither by its own declarations nor by any else from claiming anything it pleased. The elections have shown, however, that all the measures for the support of which the party will have to come or stay out. The Democrats, therefore, announce now that they have fallen in all their undertakings, and that unless they can find an idea, or a policy, in some hook or corner, the party must perish. The party must, as soon as a party announces that it

has nothing of its own to struggle for, that it retains none of the principles which called it into existence, it announces that its mission is ended, and that it has no further excuse for existing. The spectacle of a political organization looking about for some 'cry' that will enable it to regain power, is a most disgraceful and disgraceful one, and one which no public, of average virtue or intelligence, will tolerate. It must be remembered that the negro suffrage, or 'impartial suffrage,' is not, and cannot be, a part of the Democratic line of operations. It is not a legitimate result of any of its teachings, and is not developed by its creed. Up to the present moment the party has followed a course of consistent course. It was natural and logical that an opponent of the war should oppose the war, and that an opponent of the war should favor the admission of the South without conditions; but it is not either natural or logical that the party should call for negro suffrage. All the arguments by which slavery was ever defended may be used against the admission of negroes to the franchise.

However, the country were disposed to pass over the outrageous impudence and inconsistency of a cry for impartial suffrage from the friends of a 'white man's government,' it could not get over the fact that the means by which such a result could be secured would be to strip the South and South still untouched. The concession of the franchise to the negroes by amendments to the State Constitutions would settle the question of negro suffrage. It would be the Chicago Times proposes to have it done. In the first place, if it were done now, it would be looked on by the entire North as simply an expedient for getting into Congress. It would be a concession to the South, and a precedent which would be followed in the future. The Chicago Times proposes to have it done. In the first place, if it were done now, it would be looked on by the entire North as simply an expedient for getting into Congress. It would be a concession to the South, and a precedent which would be followed in the future.

It is not difficult to detect the object of the Chicago Times in its present course. The Chicago Times is a Democratic paper, and it is an approach to a reconciliation between President Johnson and Congress. Their aim is to injure possible way to win the breach which has grown out of it, and to multiply the causes of quarrel. This has been their purpose from the beginning, their expectation being that the President would seek relief in undisputed territory, and that the Democrats would be in a position to attack the President's course, and to multiply the causes of quarrel. This has been their purpose from the beginning, their expectation being that the President would seek relief in undisputed territory, and that the Democrats would be in a position to attack the President's course, and to multiply the causes of quarrel.

The World's Highway.

From the Tribune. The phenomena of growth in America, now the most cheering study of the economist, were once rudely marked by the building of new country roads between what now appear only as pioneer towns. The frontier of civilization seemed in those primitive days, ere Fulton had conquered the waters with their own element, just as we may have yet to subdue the navigable air, a very remote halting-place to lumbering teams and Conestoga wagons. That early boundary defines a very ordinary business journey in these brisk times; and our intellectual travel over the same route would be inconceivably brief to the people who got late news of Fulton's invention, though it is now such a matter of course to glorify in the same multitude who receive news by lightning from London without a wink of surprise.

The muscle of man and beast once counted for much; but man's mind, with steam and electricity, has done more for the world than the tracks of hoof and wheel. The tracks of hoof and wheel were once marked out by the hand of man; but the tracks of steam and electricity, by a vast addition of all these, the latter invention, acting as no other could, has done more for the world than the tracks of hoof and wheel. The tracks of hoof and wheel were once marked out by the hand of man; but the tracks of steam and electricity, by a vast addition of all these, the latter invention, acting as no other could, has done more for the world than the tracks of hoof and wheel.

Here progress, it seems, might reasonably pause, if only to recuperate. But the journey of civilization is never done; the world never rests. New York and San Francisco do not complete the history of their growth; they have threads in spinning by the hands of men, new cities, new communities, new peoples—such a magnifying of his discovery as Christopher Columbus never dreamed. Perhaps the most important of these new cities, new communities, new peoples—such a magnifying of his discovery as Christopher Columbus never dreamed. Perhaps the most important of these new cities, new communities, new peoples—such a magnifying of his discovery as Christopher Columbus never dreamed.

Restoration by One Plan or Another the National Necessity.

From the Herald. Restoration of the Southern States without delay is necessary both in a political point of view and for the material interests of the country. If it cannot be brought about in one way, it must in another. The politicians may wish to keep the question open for party or political purposes, but the mass of the people do not—they want it closed up. The continued exclusion of so large and such an important part of the country from restoration and representation at Washington has political danger in it, is a great strain upon our institutions and form of government, and is calculated to paralyze the productive power of the South as well as the commercial and material interests of the North. There is, in truth, great danger every way in such an anomalous and unnatural state of things. We must have prompt restoration at any cost and by all means—not two, three, or more years hence, but after the next Presidential election, but, if possible, before the term of the present Congress shall expire next March.

quencies. All appeals to former constitutional rights are useless. If ever a strict technical interpretation of the Constitution might seem to favor them, because the war power—the power of the conqueror over the conquered—is superior to everything else. We may regret that restoration has not been brought about or could not be reached under the circumstances, but that is not the question now; we have to deal with facts; we have to take things as they are and make the most of them. Under all the circumstances we conclude, therefore, that it is best for Congress, as soon as it shall assemble, to legislate for the entire and complete reconstruction of the Southern States. The President has tried his plan, from the best motives, but it has not succeeded. The people have not accepted it. Now let Congress begin anew at the foundation. Let an act granting universal amnesty and universal suffrage be passed under the war power. Let the Southern States be immediately reconstituted. Let the whole machinery of Government spring into action upon it, and then let the members and Senators from every Southern State be forthwith admitted to Congress. This would be a complete amnesty; it is the scheme which the World is now engaged in pressing upon the President's attention. The measure, our contemporary contends, should not be delayed, and the President is urged to 'spoil the game' of Congress and frustrate the efforts of its leaders by an immediate, unconditional, and unlimited proclamation of amnesty.

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the Democratic party, and the sinister purposes of those of its members, who have professed to be his peculiar friends. He has discovered that the mere suspicion of affiliation with the Copperhead element sufficed to counteract all the influence of the Administration; and that to save himself from official destruction it has become necessary to discard party relationship with the press and the leaders of the Democracy. The Chicago Times discerned the change, and, making a virtue of necessity, pretended to be overboard the President and his adherents. Other Democratic journals have followed the example. They decline to hold themselves longer responsible for the Executive policy—so trying to break the connection with the President's administration and their own responsibility. They retain resolutely to see the change or to take note of the dismissal, continues to play the role of councillor, and to obtrude its recommendations with a pertinacity that will meet no denial. A complete amnesty is the scheme which the World is now engaged in pressing upon the President's attention. The measure, our contemporary contends, should not be delayed, and the President is urged to 'spoil the game' of Congress and frustrate the efforts of its leaders by an immediate, unconditional, and unlimited proclamation of amnesty.

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RAILROAD LINES.

READING RAILROAD. GREAT TRIPPLE SHEET. PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL, SUBURBAN, HANNA, CUMBERLAND, AND WYOMING VALLEY, THE NORTH, NORTHWEST, AND THE CATAWHA. WINTER ARRANGEMENT OF PASSENGER TRAINS. Leaving the Company's Depot at THIRTIETH and CALLOWHILL Streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION. At 7:00 A. M. for Reading and intermediate stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, and other stations. Returning, leaves Harrisburg at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading and intermediate stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

READING ACCOMMODATION. Leaves Philadelphia at 6:30 A. M. for Reading and intermediate stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

HARRISBURG ACCOMMODATION. Leaves Philadelphia at 7:30 A. M. for Harrisburg and intermediate stations. Returning, leaves Harrisburg at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

MARKET TRAIN. With passenger cars attached, leaves Philadelphia at 12:45 noon for Reading and all way stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

PHILADELPHIA ACCOMMODATION. Leaves Philadelphia at 8:00 A. M. for Philadelphia and intermediate stations. Returning, leaves Philadelphia at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

PHILADELPHIA EXPRESS. Leaves Philadelphia at 8:30 A. M. for Philadelphia and intermediate stations. Returning, leaves Philadelphia at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

PHILADELPHIA EXPRESS. Leaves Philadelphia at 9:00 A. M. for Philadelphia and intermediate stations. Returning, leaves Philadelphia at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

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PHILADELPHIA EXPRESS. Leaves Philadelphia at 1:00 P. M. for Philadelphia and intermediate stations. Returning, leaves Philadelphia at 6:30 P. M., arriving in Philadelphia at 10:30 P. M.

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. THE TABLE. Commencing MONDAY, November 26, 1866. Trains will leave Philadelphia, center of Broad Street and WASHINGTON Avenue, as follows:— Express Train at 4:15 A. M. (Mondays excepted), for Baltimore, stopping at Chester, Wilmington, Newark, Elton, Northport, Perryville, Pottsville, Aberdeen, Perryman, Edgewood, Magallowa, Chase, and Newmarket. Way Mail Train at 6:15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connection with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 7:15 A. M. (Sundays excepted), for Baltimore and Washington. Express Train at 8:15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Wilmington, Newark, Elton, Northport, Perryville, Pottsville, Aberdeen, Perryman, Edgewood, Magallowa, Chase, and Newmarket. Night Express at 11 P. M. for Baltimore and Washington. Connection with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Passengers by Boat from Baltimore for Fort Detrick, New York City, and other points, will take the 10:30 A. M. Train.

WILMINGTON ACCOMMODATION TRAINS. Stopping at all stations between Philadelphia and Wilmington. Philadelphia (daily) at 12:30, 4:00, 6, and 11:30 P. M. for Baltimore and intermediate stations. The 6 P. M. Train leaves Wilmington (daily) at 7:35, and 9:30 A. M., and 6:00 P. M.

MARKET TRAIN TO PHILADELPHIA. Leaves Baltimore at 7:25 A. M. Way Mail, 9:30 A. M. Express, 1:00 P. M. Express, 6:35 P. M. Express, 8:35 P. M. Express. From Baltimore to Havre-de-Grace and intermediate stations at 11:30 P. M.

MARKET TRAINS FOR BALTIMORE. Leave Chester at 8:15 and 8:45 A. M., and 3:35 P. M. Leave Wilmington at 8:45 A. M., and 4:15 P. M.

MARKET TRAINS. Leave Baltimore at 8:25 P. M. stopping at Havre-de-Grace, Perryville, and Wilmington. Leave Elton and Newark (to take passengers for Philadelphia and Chester) at 8:30 P. M. Passengers from Baltimore or Washington to Philadelphia and Chester to take the 8:30 P. M. Train, must be at the depot at 8:15 P. M. Through tickets are to all points West and Southwest may be procured at Ticket Office, No. 621 Chestnut Street, under the Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by the office's baggage agent.

PENNSYLVANIA CENTRAL RAILROAD. WINTER ARRANGEMENT. The Trains of the Pennsylvania Central Railroad leave the Depot at Third and Market Streets, Philadelphia, and reach directly by the cars of the Market Street Railroad, Walnut Street, and Chestnut Street Railroads. On Sunday—the Market Street cars leave Elvetham and Market Streets, 15 minutes before the departure of each train. Through tickets are obtainable only for the following points: New York, Philadelphia, and Baltimore. Orders left for tickets at the depot, No. 621 Chestnut Street, will be received at 11:00 A. M.

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ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS—NEAFIE & LEVY. MANUFACTURERS OF STEAM ENGINES, BOILERS, AND ALL KINDS OF MACHINERY. Also, of all kinds of castings, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work.

SOUTHWEST FOUNDRY, FIFTH AND WASHINGTON STS.

MANUFACTURERS OF STEAM ENGINES, BOILERS, AND ALL KINDS OF MACHINERY. Also, of all kinds of castings, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work.

BRIDENBURG MACHINE WORKS.

MANUFACTURERS OF STEAM ENGINES, BOILERS, AND ALL KINDS OF MACHINERY. Also, of all kinds of castings, and of all kinds of iron and steel work. Also, of all kinds of machinery, and of all kinds of iron and steel work.

1866—PHILADELPHIA AND ERIE RAILROAD.

PHILADELPHIA AND ERIE RAILROAD. THE GREAT LINE. PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL, SUBURBAN, HANNA, CUMBERLAND, AND WYOMING VALLEY, THE NORTH, NORTHWEST, AND THE CATAWHA. WINTER ARRANGEMENT OF PASSENGER TRAINS.

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JAMES R. LITTLE & CO.

MANUFACTURERS AND DEALERS IN SUPERIOR COFFIN TRIMMINGS. No. 154 N. SIXTH STREET, PHILADELPHIA. Mountains, Handles, Screws, Tacks, Diamond Screw-Caps, Ornaments, Star Spikes, Laminated cutchpins, Silver Lace, Inscrption Plates. Particular attention paid to ENGRAVING COFFIN DRURY WELLS-OWNER. The only place to get perfect at very low prices.